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the fact that they have to examine a patient to a certain extent to find out whether there is anything the matter with him or not, are enough to alarm anyone—not merely women and children, but even grown-up men. It is a source of great terror to a person to run the chance of being removed from the house to the hospital whether suffering from disease or not. It is quite possible for a person so terrified to develop in the course of a few days signs of the very disease from which he is suspected to suffer. There has been such a case in the West Indies. Two convicts who were perfectly healthy were told they were suspected of having yellow fever. They were accordingly removed to a perfectly clean hut and there confined. Three days afterwards they developed symptoms of yellow fever and died when the post-mortem examination was made they were found to be suffering from yellow fever, and yet at the time there was no yellow fever in the locality. He did not know whether it had been proved, but it is the general impression that a great number of people have been frightened into plague through the visits of these search parties. When the visits are paid between 8 a.m. and 6 p.m. a medical officer can easily be procured to examine any suspected case, because most people are up by 8 a.m. and there is someone who understands English and who can explain matters. Thus if any wrong is committed it can easily be set right, but it will be different under the amended Bye-law. He ventured to say that at five o'clock in the morning 999 out of 1,000 people will be in bed, and not only the male population but the women and children. Imagining to themselves the feelings of a man aroused in the early morning from a sound sleep by being summoned to open the door to admit a search party, who want to look into every nook and corner in the place and very likely examine the children, women and men, to see whether they had the fever or not. It is not merely a case of a search party going into a place to see whether it is clean or not, but to see whether any person is suffering from plague or any other disease, and this will cause the Chinese population of Hongkong such inconvenience and alarm that they would be far better away from here in a much hotter place than Hongkong. It seemed to him that the plague would not make half as much mischief as the search parties under this amended Bye-law. On behalf of the Chinese community he could not offer too strong an opposition to the amended Bye-law. So far as he could gather from the newspaper report of the Sanitary Board, the reason for the amendment is that there are a certain number of dead bodies thrown into the streets. Some years ago, when General Black was Acting Governor, the same thing occurred, some 100 bodies being found in the streets daily. At that time a drastic measure was proposed by the Sanitary Board, namely to have all the bodies found in the street cremated. This naturally caused a great commotion among the Chinese, and he and his colleagues, the Hon. Wei A. Yuh, were deputed by them to interview General Black. The remedy proposed was that the Tung Wah Hospital should open a branch hospital at Kennedy Town and that the Chinese should be allowed to treat their own plague cases according to their own methods, having found out from them that their great objection to reporting plague cases was that they were not allowed to have their own medical treatment, and that they were removed to a European hospital, where they were subjected to treatment of which they did not approve. When that branch hospital was opened by the kind permission of General Black, the number of dead bodies found in the street diminished, being reduced from 100 to 12 a day to one or two. This year a branch hospital has been opened in connection with Tung Wah Hospital, and circulars have been distributed among the poorer classes of Chinese, telling them that they need not be afraid to report their cases, and that the Sanitary Board had relaxed a certain regulation to induce people to report cases of plague. For example, when a case of plague occurred in a house it was usual to disinfect the whole house, and not merely the floor where the case occurred, but now if a case is reported only the floor occupied by the patient is disinfected. Previously the occupants of the other floors would subscribe to pay the expense of smudging a body away, to avoid the inconvenience of having their rooms disinfected, but by the relaxing of this regulation it is to the interest of the occupants of the floors where there is no plague to compel the occupant of the floor where there is a case to report it. It is not the respectable classes among the Chinese who are to blame. When they report a case they can under certain conditions remove the patient from the colony, and it is the same with their dead, but the poorer classes cannot do this; hence their neglect to report cases. He could understand that to a certain extent in a case like this the innocent must suffer with the guilty. But at the same time there is a maximum of suffering, and the fact that search parties would be going round at five o'clock in the morning would be an objectionable to the respectable classes among the Chinese that many of them would remove from the colony.

The Hon. Wei A. Yuh seconded the amendment. The Acting Colonial Secretary said he was sure that they all sympathized with the honorable gentleman on his left in his expressions on behalf of the respectable Chinese. The plague, however, visits the homes of the poorer Chinese principally. At the present time search parties are searching in the Wan chai district, and the plague there is confined to the working classes. These people rise at dawn, and immediately leave their homes to go and earn their bread, and it is with the object of catching them before they go to work that the amended Bye-law has been brought forward. It has been found that a man suffering from plague will go out and follow his vocation, thereby infecting his neighbors, and it may be that at sundown he is dead. He might say that in the year 1894 he was engaged in plague work himself from six to eight in the morning, and never noticed that anyone was put to the slightest inconvenience. It would be a great pity to refer the Bye-law back and he would suggest to the representative of the Chinese that if the officers of the Sanitary Board are instructed not to carry out the Bye-law in respect of the dwellings of the respectable Chinese this will get over the difficulty, he thought the line might be drawn at floors occupied by two or more families. On this understanding the amendment was withdrawn. The Director of Public Works said that both the Medical Officer and himself as President of the Sanitary Board would issue orders whereby the Bye-law as amended would harass the respectable Chinese as little as possible. The motion was then put and carried.

THE PLAQUE.

Cases reported to 28th instant..... 110
Do. do. during past 24 hours..... 40

Total..... 147

Deaths reported to 28th instant..... 371
Do. do. during past 24 hours..... 12

Total..... 383

We learn that Sanitary Inspector Mills, who was admitted to hospital the other day suffering from plague, is progressing favourably.

VICTORIA DIAMOND JUBILEE MEMORIAL.

The following is a brief report of what has taken place since the last general meeting held August 16th, 1899, in relation to the Diamond Jubilee Memorial.

THE VICTORIA HOSPITAL AND NURSING INSTITUTE.

1. At the last General Meeting held August 15th, 1899, the chairman stated that the Committee were then in a position to proceed with the Hospital and Nursing Institute in accordance with the plans prepared by the architects, and on the basis of the estimate prepared by them.

2. On August 26th, the architects, Messrs. Palmer and Turner, were instructed to call for tenders, and to report the result as early as possible.

They reported on November 23rd that they had called for lump-sum tenders, and that the lowest received was some 50 per cent. in excess of the estimate.

3. The Committee then instructed them to take out a bill of quantities and call for fresh tenders.

4. The quantities were ready about the end of January, and after much difficulty, the result of the large amount of building going on in the colony and the consequent rise in prices, the Committee have at length obtained a reasonable tender, and have entered into a contract for the erection of the Hospital on Barker Road.

5. The Committee have found it impossible, owing to the rise in prices, to proceed with the building of the Nursing Institute. They have reported this to Government and pointed out that as quarters will be provided at the new Hospital for a resident surgeon, effecting a saving of \$7,200 per annum, which if capitalized at 5 per cent. amounts to \$14,400, they hoped that the Government would obtain the permission of the Secretary of State to erect the Nursing Institute Wing, and pay for it out of the revenues of the colony, in which case any available balance from the Hospital fund would be handed over for that purpose.

5. The financial position now stands as follows:

Balance at credit of Fund (31st March).....\$101,197.22

Estimated accumulation of Interest on Fund during disbursement, say 3,802.78

Total amount available, say 105,000.00

Contracts for preparation of site and erection of Hospital and Quarters on Barker Road..... 87,775.00

Goods to be obtained from England, say 16,000.00

Architect's Commission and fees, say 5,000.00

Total amount to be expended 103,775.00

There will therefore be an estimated balance of some \$1,225 to cover further contingencies, an allowance of \$2,250 having been made for ordinary contingencies in the contract.

6. The work of preparing the site for the Hospital had been commenced, and it is hoped that there will now be no further delay, and that in due course this scheme for commemorating Her Majesty's 60 years reign will be brought to a successful conclusion.

JUBILEE ROAD.

1. The Committee are pleased to report that the memorial to the Secretary of State has been practically successful, the following reply having been received:—

COLONIAL SECRETARY'S LETTER.

Hongkong, Colonial Secretary's Office, 7th April, 1900.

Sir,—With reference to the Colonial Secretary's letter No. 1,389, of the 3rd of October last, I am directed to transmit to you for the information of the Jubilee Committee the enclosed copy of a despatch from the Secretary of State for the Colonies in answer to the Government's despatch of the 27th of September last, in which was stated the statement which you submitted on behalf of the Jubilee Committee under date of the 15th of the same month on the subject of the proposed construction of a road from Kennedy Town to Aberdeen.

The conditions upon which the Military Authorities are prepared to withdraw their objections to the road are as follows:—

(a) The road to follow generally the 150 ft. contour.

(b) The revetments on the seaward side of the road to form a 5 ft. parapet.

(c) The revetments over any nullahs the road may cross to be easily removable, and

(d) Projections to be formed at points suitable to serve as gun positions.

I have the honour to be, Sir,

Your most obedient servant,

F. H. MAY,

Acting Colonial Secretary.

The Honourable C. P. Chater, C.M.G., Chairman Jubilee Committee.

SECRETARY OF STATE'S LETTER.

SECRETARY OF STATE TO GOVERNOR OF HONGKONG.

Downing-street, 28th February, 1900.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 274 of the 27th September last, forwarding copy of correspondence relating to the projected construction of a road round the island of Hongkong, in commemoration of the sixtieth anniversary of Her Majesty's Accession to the throne.

2. Subject to the Military considerations of which you are separately advised, I am prepared to concur in the opinion expressed in paragraph 9 of your despatch under acknowledgement; assuming the Trustees of the subscribers consider that they are bound by Resolution Three of the Jubilee Committee, and do not see their way to adopt Mr. Ormsby's suggestion, which would have seemed preferable on other grounds, and begin the work at the Shaukiwan end.

I am, &c.,

J. CHAMBERLAIN.

Governor Sir Henry A. Blake, G.C.M.G., &c.

2. No serious difficulties are anticipated in complying with the requirements, and although the proposal to construct the road as near sea level as possible has to be modified, the new road will still be a decided improvement on the existing (Pokfulam) road, which rises to an altitude of 490 feet above sea level, and does not follow the shore line. The level of the new road will be about the same as that of the Pokfulam Road where it joins the Bonham Road near the G.M.S. house.

Conditions (b) and (d) are practically questions of expense only, and therefore concern the Government, who have undertaken to complete the Road. Condition (c) is curious and interesting in view of the practical demonstration so recently given by the Boers of the ease with which structures of great magnitude may be wrecked.

The following letter has now been written to the Government accepting the conditions and urging that the plans, specification, etc., may be put in hand at once, and an early start made on the work.

LITTER FROM COMMITTEE TO COLONIAL SECRETARY.

Hongkong, 23rd May, 1900.

Sir,—In reply to your letter No. 587 of the 7th April enclosing a copy of despatch from the Secretary of State for the Colonies on the subject of the proposed construction of a road from Kennedy Town to Aberdeen, I have the

honour to inform you that at a meeting held on the 18th inst. the Jubilee Committee (executive) carefully considered the conditions upon which the Military Authorities prepared to withdraw their objection to the road, and that the Committee see no reason why these conditions should not be complied with.

3. There has already been too much delay in starting the road and the Committee strongly urge that the preparation of working plans, specification, &c., may now be put in hand at once, that tenders may be called for and the work commenced at as early a date as possible.

4. The Committee further express the hope that in the event of the Public Works Department being too short-handed to make an immediate start, the matter may be referred back to them with a view to the employment of a local firm of engineers, it being distinctly understood that the plans must be approved by the Director of Public Works, who would also exercise a general supervision.

5. It is presumed that, in any case, before tenders are called for, the plans will be submitted to the Jubilee Committee for any remarks they may have to make.

I have the honour to be, Sir,

Your obedient servant,

C. P. CHATER,

Chairman Jubilee Committee.

Hon. F. H. May, C.M.G., Acting Colonial Secretary, &c. &c.

THE PROTECTION OF WOMEN AND GIRLS ORDINANCE.

The Attorney-General at yesterday's Council meeting, proposed the second reading of the Bill entitled an Ordinance to further amend the Protection of Women and Girls Ordinance, 1897, and to repeal two sections of the Protection of Women and Girls Amendment Ordinance, 1899. He observed that this Bill in reality made a very slight alteration indeed in the law, being contained in sub-section 3 of section 2, which ran as follows:—

"In any proceedings under this section, proof that any woman in such position is or was suffering from 'venereal disease' shall be deemed sufficient evidence until the contrary is proved that she was or is in such position for the purpose of prostitution." The following were the objects and reasons of the Bill:—

"The object of this Ordinance is to make certain amendments in the Ordinance relating to the Protection of Women and Girls directed to be made by the Secretary of State. It seemed to me that the amendments of sections 3 and 9 of Ordinance No. 31 of 1899, so directed to be made, could be effected most conveniently and simply, by repealing these sections altogether, and substituting directly in Ordinance No. 31 of 1897, amended sections containing the amendments desired; for sections 3 and 9 of Ordinance No. 31 of 1899 were, themselves, merely sections amending the Protection of Women and Girls Ordinance, 1897, and the amendment of amending sections sometimes tends to confusion. The only actual alterations in the law effected by this Ordinance are the addition of subsection (3) of section 2 to the previous two subsections, and the insertion of the words 'generally or specially authorized' instead of the words 'generally authorized' in the sub-section 3. All the rest of this Ordinance is simply a re-enactment of existing law."

The Bill passed through the committee stage, and was then read a third time and passed.

MEETING OF THE FINANCE COMMITTEE.

The following vote was agreed in at the meeting of the Finance Committee held immediately after the Council Meeting yesterday afternoon.

The following sums for expenses, during the seven months, 1st June to 31st December, 1900, connected with a Land Court under The Land Court (New Territories) Ordinance, 1900:—

Salaries.....\$10,000.00

Travelling Allowances.....1,000.00

Incidental Expenses.....2,000.00

This was all the business. \$13,000.00

THE HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPOONS.

There were a fair number of Competitors for this event on Saturday afternoon, but the shooting throughout was very much below the average. Amongst the competitors, the second prize was won by Mr. J. W. G. The Long Range Cup was won for the first time the previous Saturday by Coy. Sgt. Major Wallace, R.E. with a score of 92.

SCORES.

200 500 600 Hcap. Total

G. P. Lammer*.....30 31 28 = 89

Ar. Sergt. Blair*.....30 33 24 = 87

C. S. M. Wallace, R.E.*.....23 29 = 84

J. Marshall*.....26 27 29 = 82

A. Watson.....19 32 30 = 81

Mr. Pullen.....21 31 29 = 81

I. Cramer, R.N.....31 28 = 80

N. S. Northcote.....23 27 20 = 80

A. Mackenzie.....23 31 22 = 75

* Winners of Spoons.

CHINESE NOTIONS OF HEALTH.

In his paper on 'A School of Tropical Medicine,' read by Dr. Patrick Manson before the Colonial Institute in March last, the lecturer refers to Chinese notions of Sanitation. He says:—

"Unless you get people willing to receive them there is really very little use in offering sanitary privileges or trying to carry out sanitary measures. I recollect very well how, some years ago, in Hongkong an elaborate system of drainage and of modest municipal sanitation was supplied to the Chinese. Water taps, traps, drains, ventilators and all the rest of it were placed at their disposal. The Chinese turned the water taps on, but they were too lazy to shut them; naturally, the supply of water calculated to last for a year was exhausted before the year was half over. The traps had gratings which had been placed over to prevent their being checked; gratings and traps were illicitly removed to facilitate the escape of domestic rubbish. To give these things to Chinamen unappreciative of their purpose and ignorant of their use, was like giving a monkey a fiddle. They did not understand them and they broke them. Before applying sanitary measures to a community the most important thing is that that community be intellectually in a position to appreciate them. It is the old story of taking the horse to the water; you can do that, but you cannot make him drink. One thing you can do, however—you can make him thirsty. And so with the public and sanitation. You must by proper education make the public long for sanitary draughts. Then it will not only accept them, but it will clamour for them, very likely abuse the Government for not giving them, and most important result of such judicious education, be willing to pay for them. This is the frame of public mind we must try to develop in relation to malaria and other tropical diseases."

MUTINOUS CHINESE CONSTABLES.

RINGLEADERS ADEQUATELY PUNISHED.

SHANGHAI, May 25th.

At the Mixed Court this morning before Dr. Barchet and Mr. Weng five natives, ex-constables, were brought up charged with creating a disturbance in the Mixed Court on Wednesday. The prisoners were the ringleaders in an audacious attempt to rescue a Chinese policeman, who was convicted of a violent offence, and also making a false charge against a well-to-do Chinaman.

Captain Pattison, who prosecuted, said:—In bringing up these constables before you I wish to point out how very grave their offence was, both as an act of insubordination in the Police Force and as an act of gross disrespect to the Court. You, Dr. Barchet and the Magistrate witnessed exactly what took place and I am sure you will know exactly how to deal with this case, in a manner which will show other constables that such conduct will not in any way be tolerated.

Prisoners made practically identical statements, alleging that they came to the Court with the intention merely of asking the Magistrate to deal with the case against their colleague lightly. They had no desire to be tried but were incensed on hearing what they considered was an unwarranted sentence. All wound up with frenzied howls for leniency.

Inspector Bourke in reply to the Court said Nos. 607 and 464 were the worst offenders. The head man was sentenced to 300 blows and twelve months' imprisonment; a second offender got eight months' imprisonment, while the other three were sent to goal for six months each with hard labour.

At the conclusion of the case a curious development presented itself. The individual who got 300 months was the prosecutor in a charge of assault. It seemed that when he was put in the cells yesterday at the Central Police Station he was confronted with a gambler whom he had arrested some days before. The gambler, an undersized, underfed ragamuffin promptly fished Mr. ex-policeman in the eye, completely closing it up.

His pugilistic attainments secured him 300 blows.—*China Gazette.*

SERIOUS RIOTS AT LICHUAN.

The following native dispatch, under date the 18th instant, has been received from Wu-chang, which we translate:—The Viceroy Chang Chih-tung received yesterday a despatch from the prefect of Shihnan reporting a rising of malcontents in Lichuan district, who attacked a number of Christian villages there and who succeeded in killing a number of the latter besides destroying two villages. A strong body of yamen runners sent by the magistrate of Lichuan served first to increase the wrath of the malcontents, who killed five of the runners and chased the remainder into Lichuan, the gates of which were shut when it appeared that the malcontents were going to assault the place. Upon receiving news of the rising General Fu, commanding at Shihnan, at once set out with a force of troops to suppress the Lichuan rising, but was met halfway by the malcontents who stopped his further progress and killed some 20 of his men in the fighting that ensued. Viceroy Chang has now telegraphed to Ichang to send troops to help General Fu.—*N. C. D. News.*

CRISIS IN AMERICAN STEEL WIRE MARKET.

A Tokio telegram is as follows:—The American Steel and Wire Company suddenly closed twelve factories under its control on the 17th inst., and dismissed some 6,000 employees. Mr. J. W. Gage, General Manager, gave the reason of the sudden step as that the company has been turning out more material than demand required and as the builder's strike in Chicago since March last has almost suspended building operations in that city and neighbourhood, the sale of nails and other building materials being thereby almost entirely blocked. The Company was therefore compelled to suspend work for a while.

THE PLAQUE IN AUSTRALIA.

The plague appears to be spreading in Sydney, numerous fresh victims being reported. As a consequence trade is now becoming completely disorganised. Great excitement prevails in Coolgardie owing to a full-developed case of plague being discovered there. Very stringent precautions are being taken on the goldfields to prevent the plague spreading.

SHIPPING REPORTS.

Captain P. Linschloss, of the steamship Hamburg, from Shanghai, reports:—All well on board.

Capt. R. T. L. Cook, R.N.R., of the steamship Maatgen, from London and Singapore, reports:—Weather fine.

Captain Hall of the steamship Hatching, from Fochow, Amoy, and Swatow, reports:—Light to moderate S.W. monsoons, clear weather and smooth sea throughout. Vessels in Amoy:—Lokang, Maria Jelen, Jaron, Ningpo, and Store Nordiste.

Captain P. T. Helms, of the steamship Australian, from Sydney, &c., reports:—Left Sydney on 30th April, Brisbane 2nd May, Townsville 5th, Cairns 6th, Thursday Island 10th, Port Darwin 15th, Dili (Timor) 18th, and Manila 25th, this morning. Light to moderate N.W. winds, fine weather and moderate swell was experienced to Brisbane; fresh S.E. to E.S.E. winds, cloudy weather with occasional showers of rain and moderate sea to Townsville; fresh S.E. winds, fine weather and slight sea to Thursday Island; light E. to S.E. and S. winds, detached clouds, occasional showers of rain and smooth sea to Port Darwin; light variable winds, fine weather, with detached clouds and slight sea to Dili; light to moderate variable winds, fine weather, with occasional showers of rain and smooth sea to Manila, thence to arrival.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1899.

Barometer.....29.867

Thermometer.....76.2

Humidity.....84.0

Rainfall.....13.0

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer.....29.86 29.79

Thermometer.....86 84

Humidity.....72 79

Rainfall.....— —

TO-DAY.

Tuesday, 29th May, 1900.

Chinese—2nd of 5th moon of 26th year of Kwang-sai.

Sun—Rises.....5hr. 17min.

Sets.....6hr. 30min.

Moon—Max. Dec. N. 6hr. p.m.

High water—Morning.....5hr. 42min.

Afternoon.....1hr. 0min.

Low water—Morning.....5hr. 0min.

Afternoon.....5hr. 58min.

ANNIVERSARIES.

1660—Restoration of King Charles II.

1692—Battle of La Hogue.

1809—Great rain-storm in Hongkong enormous damage to property.

1890—The s.s. *Teaching* burnt in the Yangtze; the captain, 2 officers and 20 Chinese lost.

1896—Two Chinamen sentenced to 12 years' imprisonment for arson.

1897—Telegraph cable between Japan and Formosa completed.

TO-MORROW.

Wednesday, 30th May, 1900.

Chinese—3rd of 5th moon of 26th year of Kwang-sai.

Sun—Rises.....5hr. 17min.

Sets.....6hr. 30min.

High water—Morning.....5hr. 42min.

Afternoon.....1hr. 0min.

Low water—Morning.....5hr. 0min.

Afternoon.....5hr. 58min.

ANNIVERSARIES.

1744—Alexander Pope died.

1831—First Public Meeting of British subjects in Canton.

1842—Attempted assassination of the Queen by John Francis.

1851—H.M.S. *Renard* lost on Pratas reef while attempting to save the crew of the *Volpelle*.

1857—The Indian Mutiny broke out at Lucknow.

1869—The *Opium* with the Yangtze Exploring Expedition returned to Hankow.

Masonic.



EOTHEN MARK LODGE, No. 264.

AN EMERGENCY MEETING of the above LODGE will be held at the FREEMASONS' HALL, TO-MORROW, the 30th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 25th May, 1900. [676b]

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 1st June, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd May, 1900. [671b]

Notice of Firm.

MR. WALTER OTTO has this Day been authorized to SIGN our Firm per Procuration

KHUSE & CO.
Hankow, 25th May, 1900. [678b]

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship.

"HAICHING,"
Captain Hall, will be despatched for the above Ports, on THURSDAY, the 31st instant, at 4 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.
Hongkong, 28th May, 1900. [698b]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship.

"OLDENBURG,"
Captain H. Prager, due here with the outward German Mail about the 30th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LOYD.
For further Particulars, apply to MELCHERS & CO., Agents.
Hongkong, 26th May, 1900. [672]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"PATROCLOS,"
Captain Dickens, will be despatched as above on SATURDAY, the 2nd June, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th May, 1900. [511b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"TAMSU MARU,"
Captain H. Nagata, will be despatched for the above ports, on SUNDAY, the 3rd June, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 28th May, 1900. [45]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.

THE Company's Steamship.

"NANCHANG,"
Captain Finlayson, will be despatched as above on THURSDAY, the 3rd June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th May, 1900. [673b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"TAIYUAN,"
Captain Nelson, will be despatched as above on FRIDAY, the 8th June.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th May, 1900. [694b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"TAIYUAN,"
Captain Nelson, will be despatched as above on FRIDAY, the 8th June.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th May, 1900. [695b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.

THE Company's Steamship.

"DIOMED,"
Captain Goodwin, will be despatched as above on WEDNESDAY, the 13th June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th May, 1900. [696b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"ANTENOR,"
Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th May, 1900. [643b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"HARFORD,"
Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th May, 1900. [643b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"DIOMED,"
Captain Goodwin, will be despatched as above on WEDNESDAY, the 13th June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th May, 1900. [696b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"DIOMED,"
Captain Goodwin, will be despatched as above on WEDNESDAY, the 13th June.

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Hongkong, 28th May, 1900. [696b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"DIOMED,"
Captain Goodwin, will be despatched as above on WEDNESDAY, the 13th June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th May, 1900. [696b]

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship.

"ANPING MARU,"
Captain J. Saito, will be despatched for the above Ports, TO-MORROW, the 30th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 29th May, 1900. [637b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

"HAILONG,"
Captain Bathurst, will be despatched for the above Port, TO-MORROW, the 30th instant, at 4 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.
Hongkong, 29th May, 1900. [693b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR NAGASAKI AND MOJI.

THE Steamship.

"GUTHRIE,"
Captain McArthur, will be despatched as above on THURSDAY, the 31st instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 28th May, 1900. [697b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

THE Steamship.

"AIRLIE,"
Captain St. John George, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 28th May, 1900. [598b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"KUMSANG,"
Captain Payne, will be despatched as above on SATURDAY, the 2nd June, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 25th May, 1900. [685b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"BEN" LINE OF STEAMERS.
FOR LONDON.

THE Steamship.

"BENLARG,"
Captain Krobbe, will be despatched as above on SATURDAY, the 2nd June.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 18th May, 1900. [653b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"AGAMEMNON,"
Captain Nish, will be despatched on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd May, 1900. [570b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"SUNGKIANG,"
Captain Moore, will be despatched as above on THURSDAY, the 21st June.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th May, 1900. [687b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"ANTENOR,"
Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th May, 1900. [643b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"HARFORD,"
Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th May, 1900. [643b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"DIOMED,"
Captain Goodwin, will be despatched as above on WEDNESDAY, the 13th June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th May, 1900. [696b]

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For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th May, 1900. [696b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

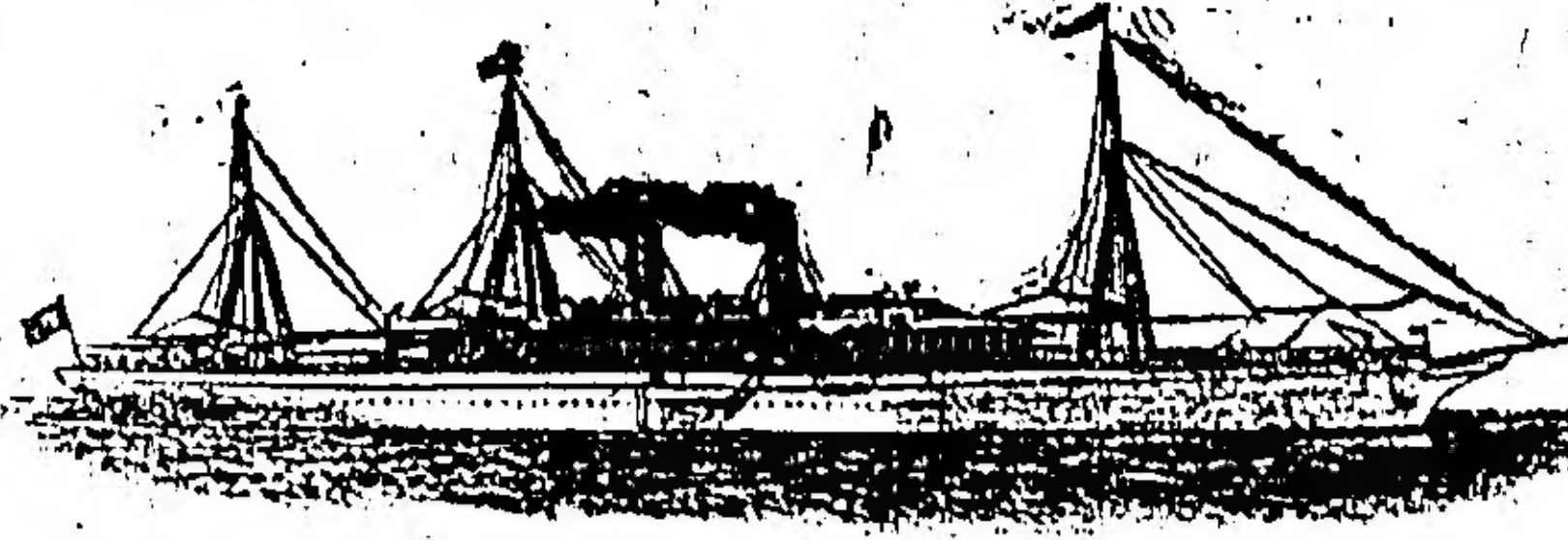
THE Company's Steamship.

"DIOMED,"
Captain Goodwin, will be despatched as above on WEDNESDAY, the 13th June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th May, 1900. [696b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 18th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 19th May, 1900. [3]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Goodwin ... 4,421 A. Jackson ... June 10
Glen ... 3,750 W. Frakes ... July 3
Queen Adelaide ... 2,812 E. McNair ... July 25
Duke of Fife ... 3,821 J. S. Cox ... July 28

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Brinmar ... 3,601 W. Watt ... June 9
Argyll ... 2,907 J. Thomson ... June 30
Monmouthshire ... 2,874 J. Kennedy ... Aug. 4
Brinmar ... 3,601 W. Watt ... Aug. 25

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 29th May, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Belgian King ... 3,379 about June 20
Thyra ... 3,812 about July 20

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

THE Steamship.

"BELGIAN KING," will be despatched for KOBE, YOKOHAMA, SAN-DIEGO and SAN FRANCISCO, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [28]

Hongkong, 21st May, 1900.

Hongkong, 21st May, 1900.

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Hongkong, 21st May, 1900.

Hongkong, 21st May, 1900.

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG AND THE
EMPIRE OF CHINA—

WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road,
Central, Hongkong.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours—
Geo. T. HAY, British ship, Spicer—Siemssen
& Co.

VISITORS AT THE HONGKONG
HOTEL.

Aitken, Mr. J. H.	Levy, Mr. L. A.
Albert, Mr. F. A.	Lewis, Mr. A. R.
Angus, Mrs. John	Long, Mr. & Mrs. D.
Appleby, Mr. and Mrs.	M.
G. W.	MacGowan, Mr. R. J.
Aubyn, Mr. and Mrs.	Mackillop, Mr. A.
L. St.	Maclean, Mr. E.
Aubyn, The Misses St.	McEwan, Mr. Alex.
(2)	McLeod, Mr. & Mrs. E.
Bailey, Mr. W. S.	McLennan, Mr. E.
Barretto, Mr. H.	McMichael, Mr. E. O.
Bell, Mr. and Mrs. O.	McNair, Mr. Van
Bendish, Mr. A. C.	McNair, Mr. Van
Blackburn, Com. R. N.	McNair, Mr. Van
Brown, Mr. J. W.	McNair, Mr. Van
Byron, Capt. J. and	McNair, Mr. Van
servant	McNair, Mr. Van
Carter, Mr. H. B.	McNair, Mr. Van
Clark, Dr. and Mrs. F.	McNair, Mr. Van
Craigs, Miss	McNair, Mr. Van
Dennoch, Mr. P. C.	McNair, Mr. Van
Discombe, Mr. G. M.	McNair, Mr. Van
Dram, Miss	McNair, Mr. Van
Drummond, Mr. E.	McNair, Mr. Van
Eldridge, Mrs. F. H.	McNair, Mr. Van
Elmore, Mr. Frank	McNair, Mr. Van
Ellis, Mr. Alf. H.	McNair, Mr. Van
Fisher, Mr. H. G. C.	McNair, Mr. Van
Fraser, Mr.	McNair, Mr. Van
Genge, Mr.	McNair, Mr. Van
Goddard, Capt.	McNair, Mr. Van
Graham, Miss	McNair, Mr. Van
Gray, Mr. F.	McNair, Mr. Van
Hack, Mr. J.	McNair, Mr. Van
Hillebrand, Mr. J.	McNair, Mr. Van
Howard, Mr. Thos.	McNair, Mr. Van
Hsu Cheon Yen, Mr.	McNair, Mr. Van
Hutton, Miss	McNair, Mr. Van
Hutton, Miss J.	McNair, Mr. Van
Jacott, Mr. J. S.	McNair, Mr. Van
Jefferys, Major & Mrs.	McNair, Mr. Van
Joseph, Mr. and Mrs.	McNair, Mr. Van
E. S.	McNair, Mr. Van
Katsch, Mr. E. A.	McNair, Mr. Van
Kiene, Mr. and Mrs. F.	McNair, Mr. Van
Kinghorn, Mr.	McNair, Mr. Van
Kirkwood, Mr. J.	McNair, Mr. Van
Lacaze, Dr.	McNair, Mr. Van
Lazard, Dr.	McNair, Mr. Van

VISITORS AND RESIDENTS AT THE
PEAK HOTEL.

Beattie, Mr. Andrew	Mackie, Mr. C. Gordon
Brayne, Mr. H. F. R.	Martin, Mr. R.
Byron, Mr. A.	Mitchell, Mr. R.
Carr, Mr. Arthur R.	Morris, Major & Mrs.
Dang, Mr. G. H.	Newall, Mr. Stuart G.
Ezekiel, Mr. J. S.	Oakley, Mr. H. E.
Forbes, Mr. A.	Oakley, Miss
Fraser, Lt. Col. A. R.	O'Gorman, Madame
Gompertz, Mr. H. H.	Pollock, Hon. H. E.
Graham, Mr. D. M.	Pyne, Capt. H. V.
Griffin, Major W. W.	Relly, Major G. W.
R. A.	Rickmers, Mr. Paul
Gros, Mr. Edward F.	Scott, Capt. and Mrs.
Hays, Mr. J.	Percy
Hindkroger, Mr.	Sinclair, Mr. A.
inchbald, Mr. Chantrey	Stewart, Mr. Murray
Jaffrey, Mr. H. U.	Stokes, Mr. A. P.
John, Major G. R. St.	Thomson, Mr. O. D.
Johnston, Mr. R. F.	Tomlin, Mr. G. L.
Lee, Mr. J. E.	Watson, Mr. and Mrs.
Lenke, Mr. & Mrs. R.	Malcolm

EXCHANGE.

Hongkong, May 28th.	
ON LONDON, Telegraphic Transfer 1/11 7/16	
Bank Bills, on demand 1/11 1/16	
Credits, 4 months' sight 1/11 1/16	
" 6 months' sight 1/11 1/16	
ON BERLIN, (demand) 2/00	
ON PARIS, Bank Bills, on demand 2/00	
Credits, 4 months' sight 2/00	
ON NEW YORK, Bank Bills, on demand 2/00	
Credits, 3 days' sight 2/00	
ON BOMBAY, Telegraphic Transfer 1/11 1/16	
On demand 1/11 1/16	
ON SHANGHAI, Telegraphic Transfer 1/11 1/16	
Private, 30 days' sight 1/11 1/16	
ON YOKOHAMA, T.T. 1/11 1/16	
Gold Leaf, Bank's Buying Rate 1/11 1/16	
Gold Leaf 100 touch, per tael 1/11 1/16	
Bar Silver 1/11 1/16	
Dollars 1/11 1/16	

OPTUM QUOTATIONS.

Hongkong, May 28th.	
New Patna 955	per chest
Old Patna 1050	"
New Benares 980	"
Old Benares 1030	"
New Malwa 880	per picul
Old Malwa 910/950	"
Perian, paper tied 920/950	"

The Share Market.

LATEST QUOTATIONS.

(May 29th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	325 3/4 premium
The Bank of China (Preferred)	£ 5	Nominal
The Bank of China (Ordinary)	£ 4	4 1/4 buyers
The Bank of China (Deferred)	£ 1	1 1/2 buyers
National Bank of China, Ltd.	£ 8	8 1/2
Do. Founders	£ 1	1 1/2
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$160
China Traders Ins. Co., Ltd.	\$ 25	\$54
North China Ins. Co., Ltd.	£ 25	115. 165
Yangtze Ins. Assoc. Ltd.	\$ 60	\$121
Canton Ins. Office	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295
China Fire Ins. Co., Ltd.	\$ 20	\$80
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$301
Indo-China Steam Navigation Co., Ltd.	£ 10	\$91
China & Manila S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£10.10
Star Ferry Co., Ltd.	\$ 10	\$18 ex div.
"Shell" Transport & Trading Co., Ltd.	£100	£300
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$125
Luzon Sugar Refining Co., Ltd.	\$100	\$37
Mining.		
Punjab Mining Co., Ltd.	\$ 7	\$6.20
Punjab Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	\$300
Queen Mines, Ltd.	25 cts.	\$0.16
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$124
Raub Allain Gold Mining Co., Ltd.	15s. 10d.	\$59
Oliver Freehold Mines, Ltd.	\$ 5	\$4
Oliver Freehold Mines, Ltd.	\$ 4	\$31
Great Eastern & Caledonia Gold Mining Co., Ltd.	\$ 5	\$0.50
Do. (Preference)	\$ 1	\$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	490 3/4 premium
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$864
Wanchai Warehouse & Storage Co., Ltd.	\$ 61	\$204
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.90
Hongkong Land Investment Agency Co., Ltd.	\$ 50	\$126
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 30	\$49
Hongkong Hotel Co., Ltd.	\$ 50	\$120
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$10.75
Cotton Mills.		
Hongkong Cotton Spinning & Weaving & Dyeing Co., Ltd.	\$100	\$37
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 65
International Cotton Mill Co., Ltd.	Tls. 100	Tls. 62 1/2
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Vahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$204
China-Borneo Co., Ltd.	\$ 15	\$22
A. S. Watson & Co., Limited	\$ 10	\$16
Watkins, Limited	\$ 10	\$10.50
Hongkong Electric Co., Limited	\$ 10	\$12
Hongkong Electric Co., Limited	\$ 2	\$2.10
Hongkong & China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$166
H'kong High Level Tramway Co., Ltd.	\$100	\$165
Dairy Farm Co., Ltd.	\$ 6	\$64
Hongkong and China Bakery Co., Ltd.	\$ 50	350 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos East-oriental Agency, Ltd.	£ 1	\$1 buyers
United Asbestos Oriental Agency, Ltd.	\$ 10	\$1
Carmichael & Co., Ltd.	\$ 20	\$8
Tobacco Planting Co., Ltd.	\$ 5	\$5
Tobacco Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telephone Address—"Kialto."

Telephone No. 148.

VESSELS IN PORT.

Steamers.

ALBIE, British steamer, 2,500, St. John George, 26th May, Kobo 21st May, and Moji 22nd, General—Gibb, Livingston & Co.	C. F. Corbett, Hongkong.
ANPING MARU, Japanese steamer, 1,055, J. Satow, 26th May, Tawarun 23rd May, General—Mitsui Bussan Kaisha.	Robin British river-gunboat, 2 guns, Lieut.-Comd. G. G. Webster, on the West River.
AYR, British steamer, 1,955, W. H. Gibson, 26th May, Kutchin 20th May, Coal—Mitsui Bussan Kaisha.	Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.
BENALDER, British steamer, 1,959, C. B. McIntosh, R.N.R., 26th May, Singapore 20th May, General—Gibb, Livingston & Co.	Swift, gun-vessel, 755 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.
CHOWFA, British steamer, 1,055, J. Williamson, 26th May—Bangkok 18th May, Rice and Wood—Yuen Fat Hong.	Tanqueray, screw ship, 1,600 tons, Comdr. Powell, C. F. Hongkong.
CLARA, German steamer, 675, A. Hansen, 28th May, Haiphong 24th May, and Hoihow 27th, Rice and Fish—Jelbert & Co.	Terrible, British cruiser, 1,420 tons, 30 guns, 2,500 i.h.p., Captain Percy Scott, C.B., Hongkong.
DEVANWAT, British steamer, 1,057, R. Curtis, 17th April—Saigon 13th April, General—Yuen Fat Hong.	Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. D. Roper, on the West River.
GUTHRIE, British steamer, 1,494, W. G. McArthur, 21st May—Sydney 24th April, Newcastle 26th, Thursday Island 4th May, and Manila 18th, General—Gibb, Livingston & Co.	Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clanke, Wei-hai-wei.
HAILAN, French steamer, 377, Merles, 27th May, Pakhoi and Hoihow 26th May, General—A. R. Marty.	Waterwitch, surveying vessel, 620 tons, Lieut.-Commander W. O. Lyne, Ningpo.
HAILONG, British steamer, 783, H. Bathurst, 27th May, Saigon 26th May, General—Douglas, Lapraik & Co.	Whiting, twin screw, torpedo-boat destroyer, 560 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.
HANCOCK, American transport, 3,000, K. Strine, 26th May, San Francisco 17th April.	Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
HATING, French steamer, 705, Bast, 28th May, Haiphong and Hoihow 27th May, General—A. R. Marty.	Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.
INDEPENDENT, German steamer, 871, A. Hantz, 14th April—Samarang 3rd April, General—Sander, Vieler & Co.	Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtze.
KAIPOING, British steamer, 1,024, G. H. Penefather, 23rd May, Hoihow 19th May, Hemp and Sugar—Butterfield & Swire.	Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.
KUMSANG, British steamer, 2,078, G. Payne, 23rd May—Singapore 17th May, General—Jardine, Matheson & Co.	Miscellaneous.
MAUSANG, British steamer, 1,644, J. Kynock, 24th May—Sandakan 18th May, Timber—Jardine, Matheson & Co.	Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.
MENMUI, British steamer, 1,266, R. W. Almond, 26th May—Manila 23rd May, Sugar, Hemp and General—Shewan, Tomes & Co.	Presidente Sarmineto, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.
MIYAKA MARU, Japanese steamer, 1,404, M. Takahashi, 27th May—Amoy 23rd May, General—Nippon Yusen Kaisha.	Zaire, Portuguese gunboat, 600 tons, Captain Fanto, Hongkong.
NIPPON MARU, Japanese steamer, 6,060, J. F. Allen, 24th May—San Francisco 25th April, Honolulu 2nd May, Yokohama 16th, Kobe 17th, Nagasaki 19th, and Shanghai 21st, Mails and General—P. & O. S. N. Co.	Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmir, Swatow.
PAKHUI, British steamer, 1,248, C. C. Williams, 25th May—Tongku 18th May, Ground-nuts—Butterfield & Swire.	FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.
PIRA NANG, British steamer, 1,021, A. S. Calder, 26th May—Bangkok 14th May, General—Butterfield & Swire.	The Russian Squadron.
ROSSALL, British steamer, 1,751, C. Glenfield, 24th May—Otaru (Japan) 14th May, Coals—Order.	Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
TAIWAN, British steamer, 1,459, R. Nelson, 26th May—Melbourne 13th Feb., Sydney 27th, Townsville 3rd Mar., Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General—Butterfield & Swire.	Alouet, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskisy, at Nagasaki.
TATAGAMI MARU, Japanese steamer, 1,644, M. Torne, 26th May—Moji 21st May, Coal—Mitsui Bussan Kaisha.	Dobro, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovol'sky, at Nagasaki.
TSURUGI MARU, Japanese steamer, 2,559, Narasaki, 21st May—Kutchin 15th May, Coal—Mitsui Bussan Kaisha.	Dimtiri Donaskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shuron, at Nagasaki.
WHAMPOA, British steamer, 1,109, P. Garriock, 24th May—Java Ports 15th May, Sugar—Butterfield & Swire.	Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.
	Grenatnikoff, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhal'shevsky, at Nagasaki.
	Koreytzy, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.
	Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
	Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
	Nagayednik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zinich, at Nagasaki.
	Otaveyan, Russian armoured cruiser, 1,490 tons, 12 guns, 2,000 h.p., Capt. Coprianioff, at Nagasaki.
	Petrogradsky, Russian battleship, 12,000 tons, Capt. Grevais, at Japan.
	Rossia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demogiroff, at Nagasaki.
	Rozhavlinsk, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.
	Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 45, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
	Silatch, Russian armoured cruiser, 1,490 tons, Capt. Baranoff, at Nagasaki.
	Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Mollas, at Nagasaki.
	Sivouchik, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
	Sueaborg, 1st class, Russian torpedo boat, 65 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
	Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
	Vostok, Russian torpedo gunboat, 4 guns, 560 h.p., Comd. Molchoucky, at Nagasaki.
	Vladnik, Russian torpedo boat, 400 tons, 11 guns, twin screw, 1,500 h.p., Capt. Roguilin, at Nagasaki.
	Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 1,800 h.p., Capt. Kozlov, at Nagasaki.

HER BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.

Hongkong, May 29th, 1900.	
Alacriti, despatch-vessel, 1,700 tons, 10 G-pd. q.f. guns, 3,000 i.h.p., Commander C. G. F. M. Cradock, Wei-hai-wei.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. R. H. J. Stewart, Nagasaki.	
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Japan.	
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 15,165 h.p., Captain G. J. S. Warrender, Wei-hai-wei.	
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Commander A. H. Smith-Dorrien, R.N., Manila.	
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart, Singapore.	
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Shanghai.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. W. Wintington-Ingram, Canton.	
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Japan.	
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. C. Chadwick, Ichang.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut. Com. W. J. Reeves, Hongkong.	
Firebrand, 3rd class gunboat, 155 tons, 4 guns, 300 i.h.p., Hongkong.	
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.	
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.	
Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.	
Hunter, storeship, 1,140 tons, 800 i.h.p., Com. H. J. Davidson, Wei-hai-wei.	
Linnit, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. H. Smythe, Hongkong.	
Orlando, British cruiser, 5,600 tons, Capt. J. B. Burt, Wei-hai-wei.	
Paotok, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. P. R. Coode, Shanghai.	
Phaon, British gunboat, 1,015 tons, Comdr. R. G. Fraser, Shanghai.	
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. J. F. E. Green, Philippines.	
Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Singapore.	

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. O. V. de M. Corder, Hongkong.	
Redpole, British gunboat, 855 tons, Lieut. Com. C. F. Corbett, Hongkong.	
Robin British river-gunboat, 2 guns, Lieut. Com. G. G. Webster, on the West River.	
Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.	
Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.	
Tamar, receiving ship, 1,800 tons, Comdr. Powell, C.B., Hongkong.	
Terrible, British cruiser, 14,200 tons, 30 guns, 15,000 i.h.p., Captain Percy Scott, C.B., Hongkong.	
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. C. D. Roper, on the West River.	
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei.	
Waterwitch, surveying vessel, 620 tons, Lieut. Commander W. C. Lyne, Ningpo.	
Whiting, twin screw, torpedo-boat destroyer, 260 tons, 6,000 i.h.p., Lieut. Comdr. E. Kelly, Hongkong.	
Wiener, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.	
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtze.	
Woodlark, British gunboat, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, on the Yangtze.	
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.	

Miscellaneous.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.	
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.	
Zaire, Portuguese gunboat, 600 tons, Captain Fonto, Hongkong.	
Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.	

FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

Alouet, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.

Bobro, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.

Dimitri Donosky, Russian armoured cruiser, 5,800 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shuron, at Nagasaki.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.

Griestafsky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.

Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillman, at Nagasaki.

Manjour, Russian cruiser, 1,215 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.

Nayeshin, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Ostrovski, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriani, at Nagasaki.

Petrovskiy, Russian battleship, 12,000 tons, Capt. Greval, at Japan.

Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojoff, at Nagasaki.

Rozhynskiy, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.

Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, first class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Byronoff, at Nagasaki.

Sissai Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Nagasaki.

Sivouchk, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Swearobor, first class, Russian torpedo boat, 66 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vorbeck, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vladimir, Russian torpedo boat, 400 tons, 12 guns, twin screw, 1,500 h.p., Capt. Kogulini, at Nagasaki.

Zabiata, Russian cruiser, 1,230 tons, 20 guns